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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/811,799	03/29/2004	Ace R. Collier	SESF	2773
7590	02/07/2006		EXAMINER	
ACE R. COLLIER P.O. BOX 590 BOUSE, AZ 85325-0590			PECHHOLD, ALEXANDRA K	
			ART UNIT	PAPER NUMBER
			3671	
				DATE MAILED: 02/07/2006

Please find below and/or attached an Office communication concerning this application or proceeding.

Notice of Non-Compliant Amendment (37 CFR 1.121)	Application No.	Applicant(s)
	10/811,799 Examiner Alexandra K. Pechhold	COLLIER, ACE R. Art Unit 3671

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

The amendment document filed on 06 July 2005 is considered non-compliant because it has failed to meet the requirements of 37 CFR 1.121. In order for the amendment document to be compliant, correction of the following item(s) is required.

THE FOLLOWING MARKED (X) ITEM(S) CAUSE THE AMENDMENT DOCUMENT TO BE NON-COMPLIANT:

- 1. Amendments to the specification:
 - A. Amended paragraph(s) do not include markings.
 - B. New paragraph(s) should not be underlined.
 - C. Other _____.
- 2. Abstract:
 - A. Not presented on a separate sheet. 37 CFR 1.72.
 - B. Other _____.
- 3. Amendments to the drawings:
 - A. The drawings are not properly identified in the top margin as "Replacement Sheet," "New Sheet," or "Annotated Sheet" as required by 37 CFR 1.121(d).
 - B. The practice of submitting proposed drawing correction has been eliminated. Replacement drawings showing amended figures, without markings, in compliance with 37 CFR 1.84 are required.
 - C. Other See Continuation Sheet.
- 4. Amendments to the claims:
 - A. A complete listing of all of the claims is not present.
 - B. The listing of claims does not include the text of all pending claims (including withdrawn claims)
 - C. Each claim has not been provided with the proper status identifier, and as such, the individual status of each claim cannot be identified. Note: the status of every claim must be indicated after its claim number by using one of the following status identifiers: (Original), (Currently amended), (Canceled), (Previously presented), (New), (Not entered), (Withdrawn) and (Withdrawn-currently amended).
 - D. The claims of this amendment paper have not been presented in ascending numerical order.
 - E. Other: See Continuation Sheet.

For further explanation of the amendment format required by 37 CFR 1.121, see MPEP § 714 and the USPTO website at <http://www.uspto.gov/web/offices/pac/dapp/olla/preognitice/officeflyer.pdf>.

TIME PERIODS FOR FILING A REPLY TO THIS NOTICE:

1. Applicant is given **no new time period** if the non-compliant amendment is an after-final amendment or an amendment filed after allowance. If applicant wishes to resubmit the non-compliant after-final amendment with corrections, the **entire corrected amendment** must be resubmitted within the time period set forth in the final Office action.
2. Applicant is given **one month**, or thirty (30) days, whichever is longer, from the mail date of this notice to supply the **corrected section** of the non-compliant amendment in compliance with 37 CFR 1.121, if the non-compliant amendment is one of the following: a preliminary amendment, a non-final amendment (including a submission for a request for continued examination (RCE) under 37 CFR 1.114), a supplemental amendment filed within a suspension period under 37 CFR 1.103(a) or (c), and an amendment filed in response to a Quayle action.

Extensions of time are available under 37 CFR 1.136(a) **only** if the non-compliant amendment is a non-final amendment or an amendment filed in response to a Quayle action.

Failure to timely respond to this notice will result in:

Abandonment of the application if the non-compliant amendment is a non-final amendment or an amendment filed in response to a Quayle action; or

Non-entry of the amendment if the non-compliant amendment is a preliminary amendment or supplemental amendment.

Continuation of 3(c) Other: The applicant submitted 1 page of claims on 7/6/05, which are not the proper claims. On 11/17/04, the Examiner sent the applicant 3 pages of claims, which list claims 1 and 2 as cancelled and have new claims 3 and 4. Another copy of the proper claims are included with this letter. The applicant needs to send back to the USPTO an EXACT COPY of these 3 pages of claims that list claims 1-4. .

Continuation of 4(e) Other: The Drawings sent in on 7/6/05 are improper. The applicant has not written in the proper references numerals as instructed by the Examiner, and has improperly added additional writing that must be removed. ALL OF THE WRITING (except for Fig. 1, Fig. 2, etc.) MUST BE REMOVED, and the PROPER REFERENCE NUMERALS ADDED, and a copy of acceptable drawings resubmitted. On 11/17/04, the Examiner sent applicant Drawings wherein the writing that MUST BE REMOVED is crossed out, and the PROPER REFERENCE NUMERALS were written in by the Examiner. A copy of these marked-up drawings are attached. The applicant must send in proper drawings with NO WRITING EXCEPT FOR THE PROPER REFERENCE NUMERALS.

The applicant has ONE MONTH to send in all of the required documents. Note that the Abstract and Specification that the applicant sent in on 7/6/05 were proper. When responding to this letter though, the applicant MUST INCLUDE THE ENTIRE CONTENTS, that is, the Abstract, the Specification, the corrected Drawings, and the correct 3 pages of Claims.



Thomas B. Will
Supervisory Patent Examiner
Group 3600

CLAIMS

This listing of claims shall replace all prior versions and listings of claims in this application.

1. (Cancelled)

2. (Cancelled)

3. (New) An apparatus for engaging wheels of a moving vehicle and stopping the vehicle, the vehicle having tires with control arms and drive axles, the apparatus comprising:

 a 10 foot long and 1 to 2 foot wide deployment board having a hinge in a central portion,

 a 30 foot long, 0.5 inch diameter wire rope removably fastened onto said deployment board by a plurality of clips for allowing said wire rope to separate from said deployment board when struck by said moving vehicle,

 said wire rope attached to a plurality of 4 inch by 8 inch by 1/8 inch steel plates, each said plate having an upper surface and a lower surface,

 a guide tube welded onto the lower surface of each said plate,

 said wire rope threaded through each guide tube on each plate for maintaining said wire rope in connection with said plates,

 a plurality of barbs welded onto the upper surface of each said plate,

 said wire rope configured into a shape of two sliding loops on said deployment board, one loop for each wheel of the vehicle,

whereby each loop engages a tire, creating a lasso effect, and forcing said plurality of barbs on said plates into the tires of the vehicle, causing the cable to wrap around the wheel and control arms, thereby using the vehicle's own power to generate the lasso effect to disable the vehicle's control arms and drive axles, and causing the wheels to seize and/or deflate.

4. (New) A method of engaging wheels of a moving vehicle and stopping the vehicle, the vehicle having tires with control arms and drive axles, the method comprising:

providing a plurality of 4 inch by 8 inch by 1/8 inch steel plates, said steel plates each having an upper surface and a lower surface,

mounting a plurality of barbs onto the upper surface of each said plate,

attaching a guide tube to the lower surface of each plate by welding,

threading a 0.5 inch diameter and 30 foot long wire rope through each of said guide tubes,

placing said wire rope having a plurality of said steel plates thereon onto a 10 foot long and 1 to 2 foot wide deployment board having a hinge in a central portion thereof,

laying said wire rope on said deployment board in a configuration having two sliding loops, one loop to engage each wheel, and removably fastening said wire rope onto said deployment board by a plurality of clips, and

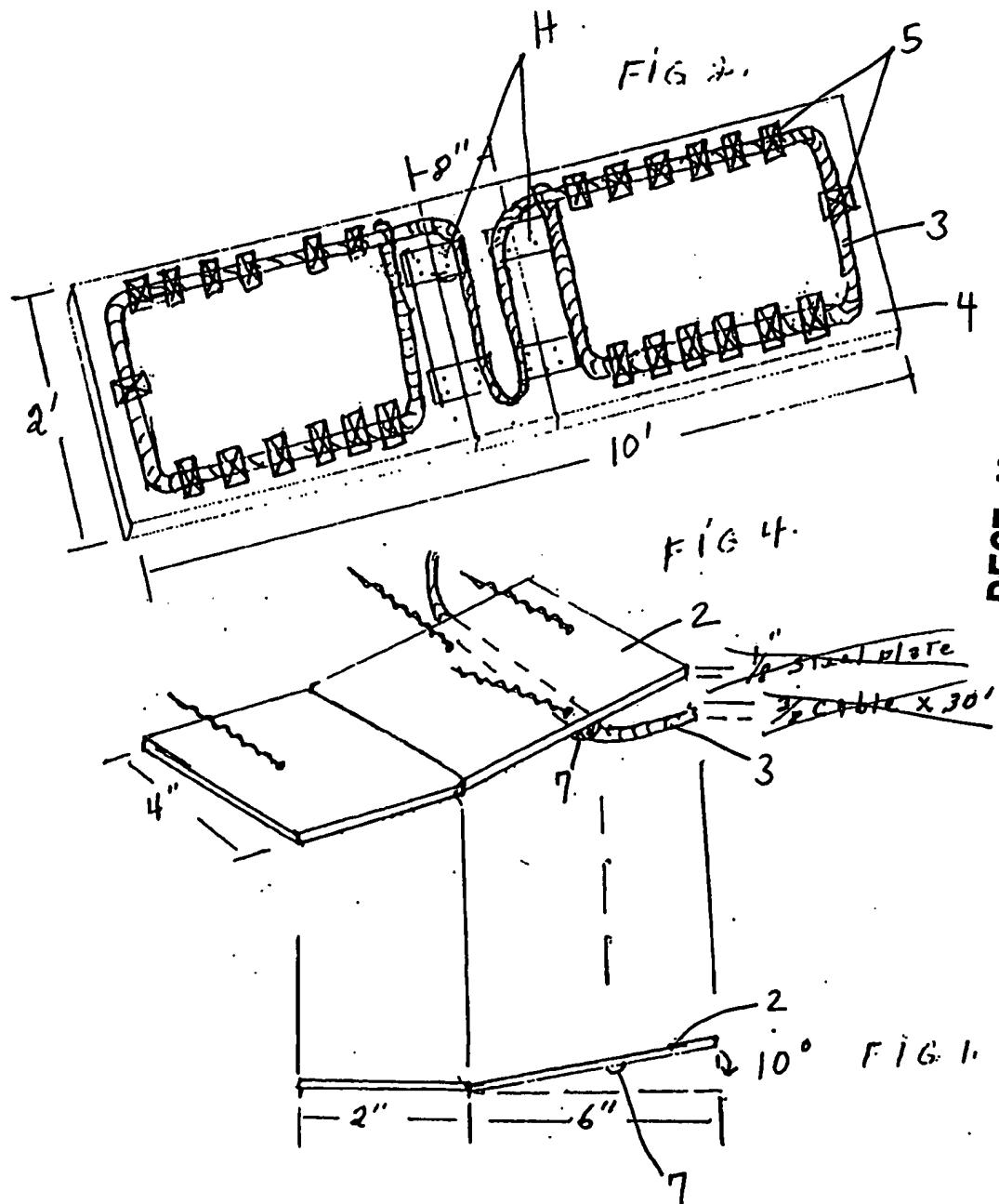
placing said deployment board with attached said wire rope on a ground surface in front of a moving vehicle,

whereby each said loop engages a wheel of the vehicle, creating a lasso effect, forcing said plurality of barbs on the plates into the tires of the vehicle and causing said wire rope to wrap around the wheel and control arms,

thereby using the vehicle's power to generate the lasso effect to disable the control arms and the drive axles of the vehicle, and causing the wheels to seize and/or deflate.

~~CLAIM 2.~~

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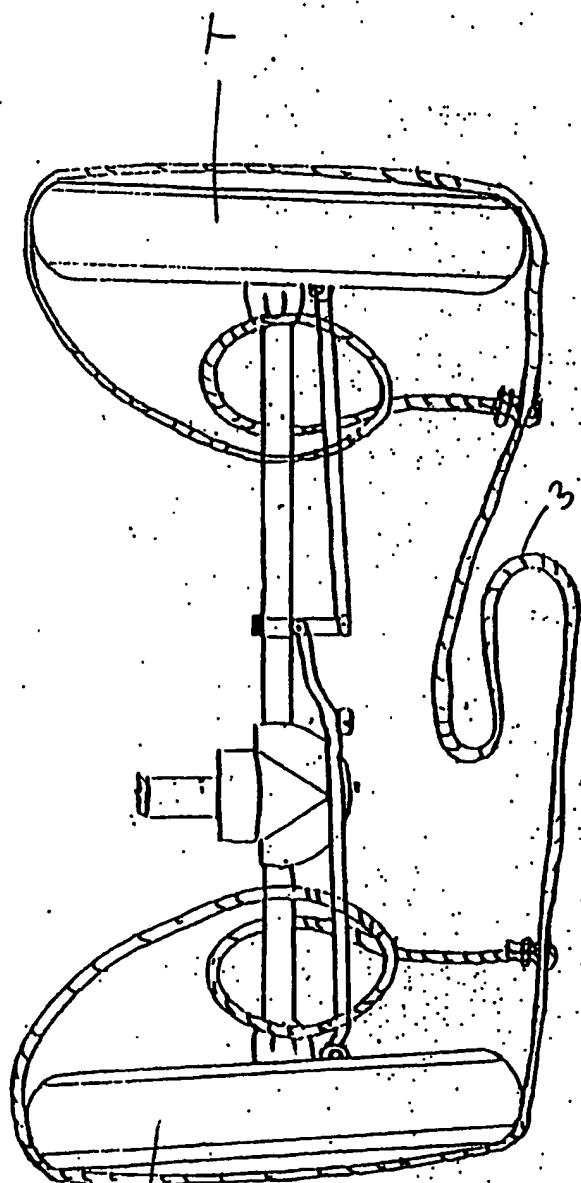
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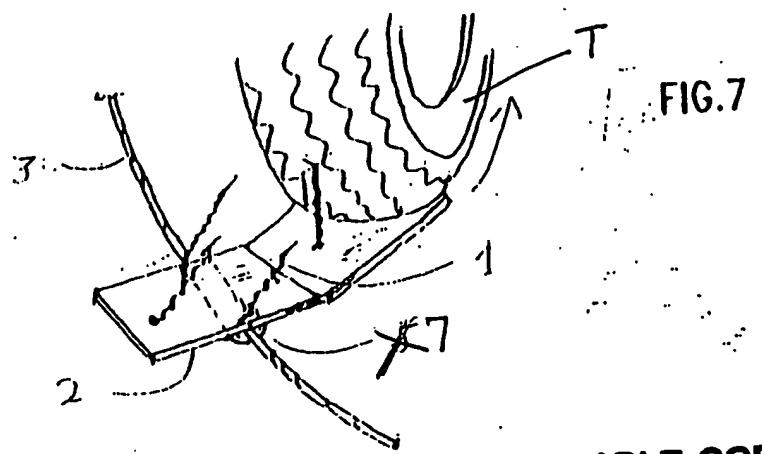
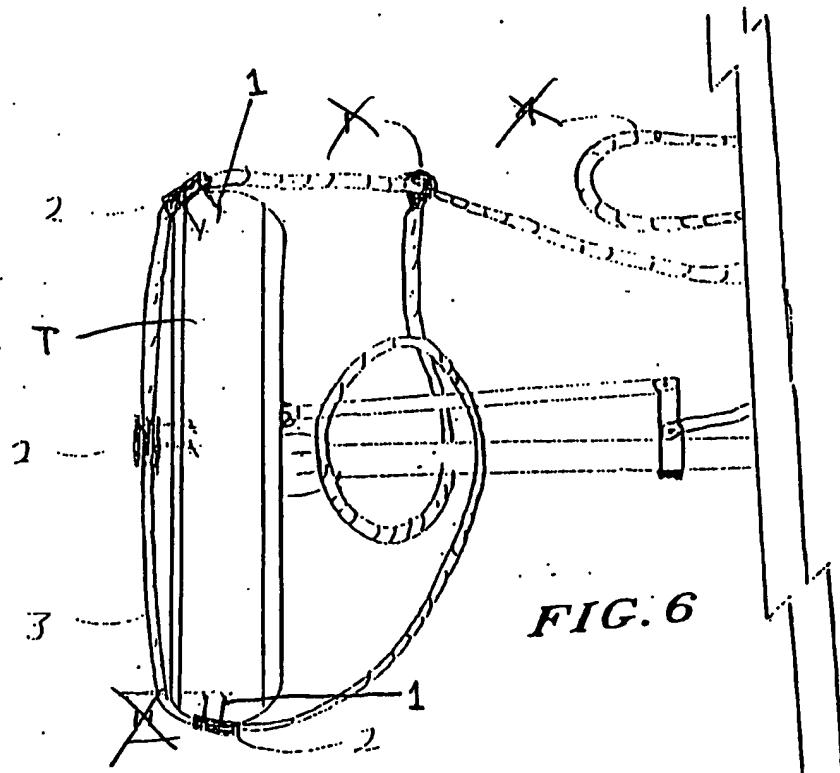
FIG. 5



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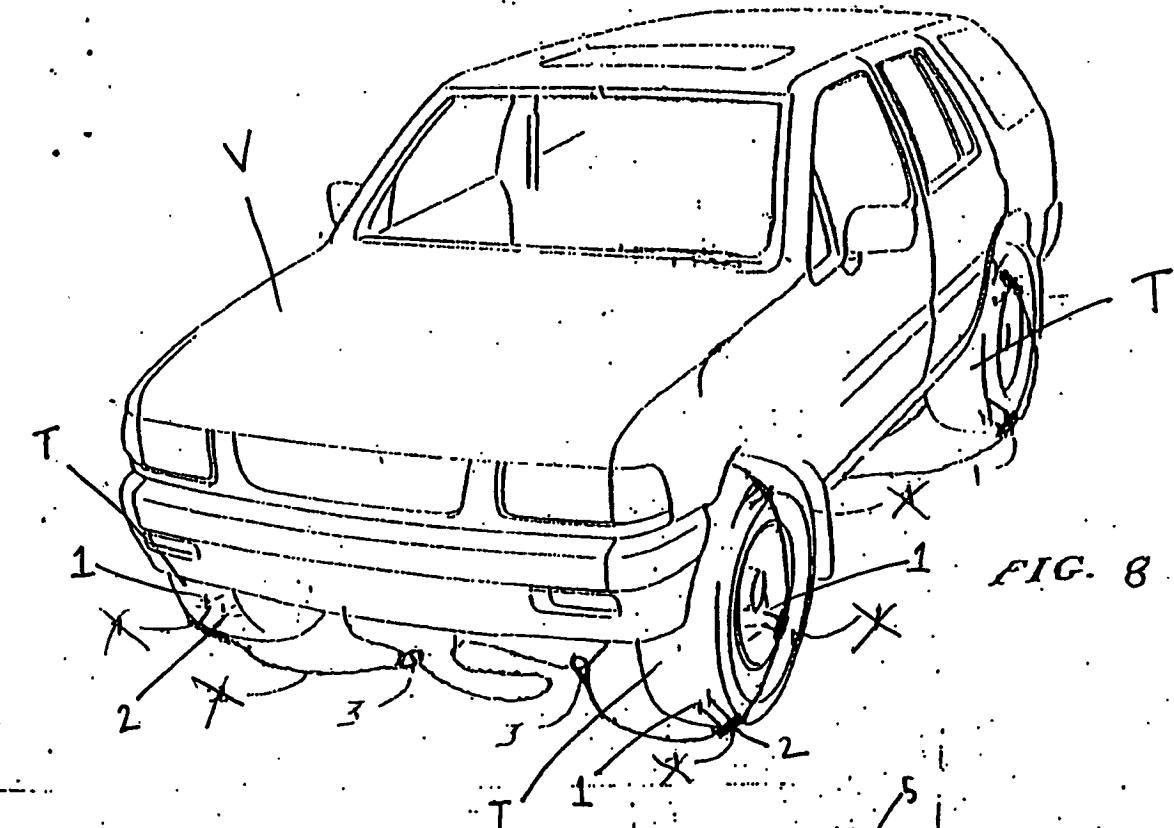


FIG. 8

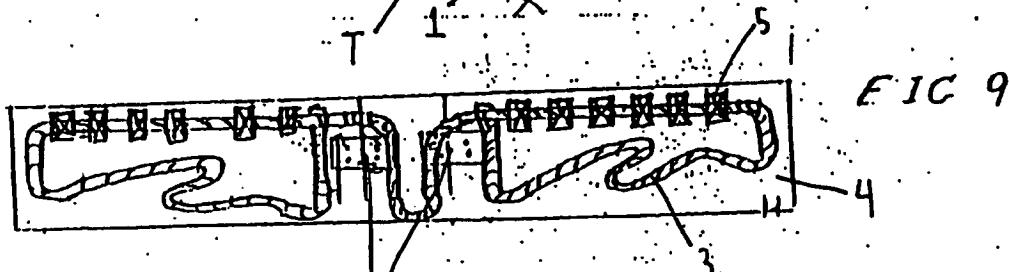


FIG. 9

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FIG 10.

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SNARE~~

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BASED
AND
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DISPLAYED
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